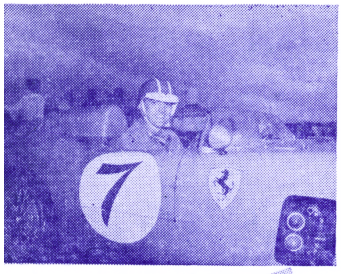
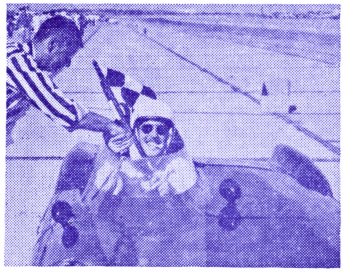
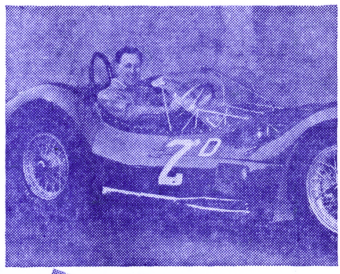
PROGRAM

Second Annual
LAKE GARNETT GRAND PRIX
SPORTS CAR ROAD RACES

JULY 3 and 4, 1960
Garnett, Kansas







LAKE GARNETT CHAMPIONS

Presented by

KANSAS CITY REGION SPORTS CAR CLUB OF AMERICA, Inc.

DR. ROSS MELGAARD,
Regional Director

Sponsored by

LAKE GARNETT GRAND PRIX SPORTS CAR RACING ASSOCIATION

DON J. STITH,
President

HARVEY WOODWARD, Race Chairman

25c

Welcome!

Visitors & Sports Car Club of America

to the

Second Annual Lake Garnett Road Races

GARNETT STATE SAVINGS BANK

And Also

CITIZENS STATE BANK, Pomona, Kansas
FARMERS STATE BANK, Walnut, Kansas
HEPLER STATE BANK, Hepler, Kansas
BEVERLY STATE BANK, Beverly, Kansas
BANK OF ODESSA, Odessa, Mo.
PLEASANT HILL BANK, Pleasant Hill, Mo.
CITIZENS BANK OF ATCHISON COUNTY, Rock Port, Mo.
CITIZENS BANK OF NORBORNE, Norborne, Mo.
THE LATHROP BANK, Lathrop, Mo.
THE LA MONTE COMMUNITY BANK, La Monte, Mo.
SUBURBAN BANK, Kansas City, Mo.

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$10,000 MAXIMUM INSURANCE FOR EACH DEPOSITOR
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3% Interest Paid on Savings with Safety and Availability Insured by Federal Deposit Insurance Corporation

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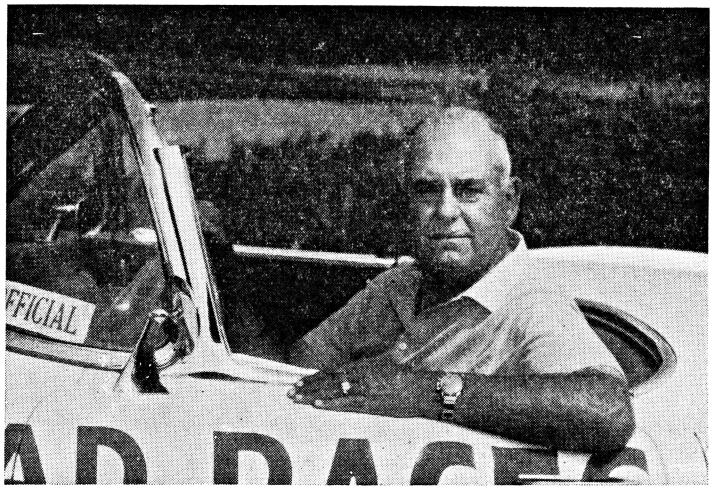
Anderson County Bar Ass'n
Boat Club
Chamber of Commerce
Golf Club
Gun Club
Knights Of Columbus
Lions Club
Medical Association
Press
Radio
Rotary Club
Saddle Club
Veterans of Foreign Wars

COVER PICTURES

We are proud to present on the cover six champion drivers who have appeared on the Lake Garnett course. From left to right, top to bottom: Dale Duncan, Kansas City; Tom Newcomer, Kansas City; Jack Hinkle, Wichita; Patsy Randle, Castleville, Wyo.; Harvey Woodward, Kansas City; Grace Harris, Kansas City.

DON J. STITH

President,
Lake Garnett
Grand Prix Sports Car
Racing Association



DR. ROSS MELGAARD

Kansas City Regional
Executive Sports Car Club
of America, Inc.

HARVEY WOODWARD

Race Chairman,
Kansas City Region,
Sports Car Club of
America, Inc.

OFFICIAL PERSONNEL

Second Annual
Lake Garnett Grand Prix Sports Car Races

July 3 and 4, 1960

Dr. Ross Melgaard, Regional Executive of the Kansas City Region of the Sports Car Club of America, Inc.

RACE OFFICIALS, SCCA

Harvey Woodward, Race Chairman
Virgil D. Wright, Assistant Race Chairman
Hal Stipe, Chief Steward
Vern De Mars, Deputy Chief Steward
Dale Duncan, Chief Starter
Harvey Woodward, Deputy Chief Starter
Chuck Slater, Grid Marshal
David H. Wright, Chief Pit Steward
Bob Scrom, Flag Marshal
John Simon, Deputy Flag Marshal
Ross Melgaard, Course Marshal
Robert Schley, Deputy Course Marshal
Andy Anderson, Chief Timer
Helen Melgaard, Chief Scorer
Mary Stipe, Race Secretary
Bill Lutz, Registrar
Jack Kempton, Deputy Registrar
Marvin D. Bredemier, Communications Chief
Claude Boyle, Chief Safety Inspector
Jim Green, Deputy Safety Inspector
Lawrence L. Evans, M. D., Course Physician

Announcers

Don Rose, Bob Musburger, Major Gil Grout
Lavone Daily, Trophies and Awards National Contest Board Observer
Ed French, Regional Contest Board Representative
Art Goodell, Photographer

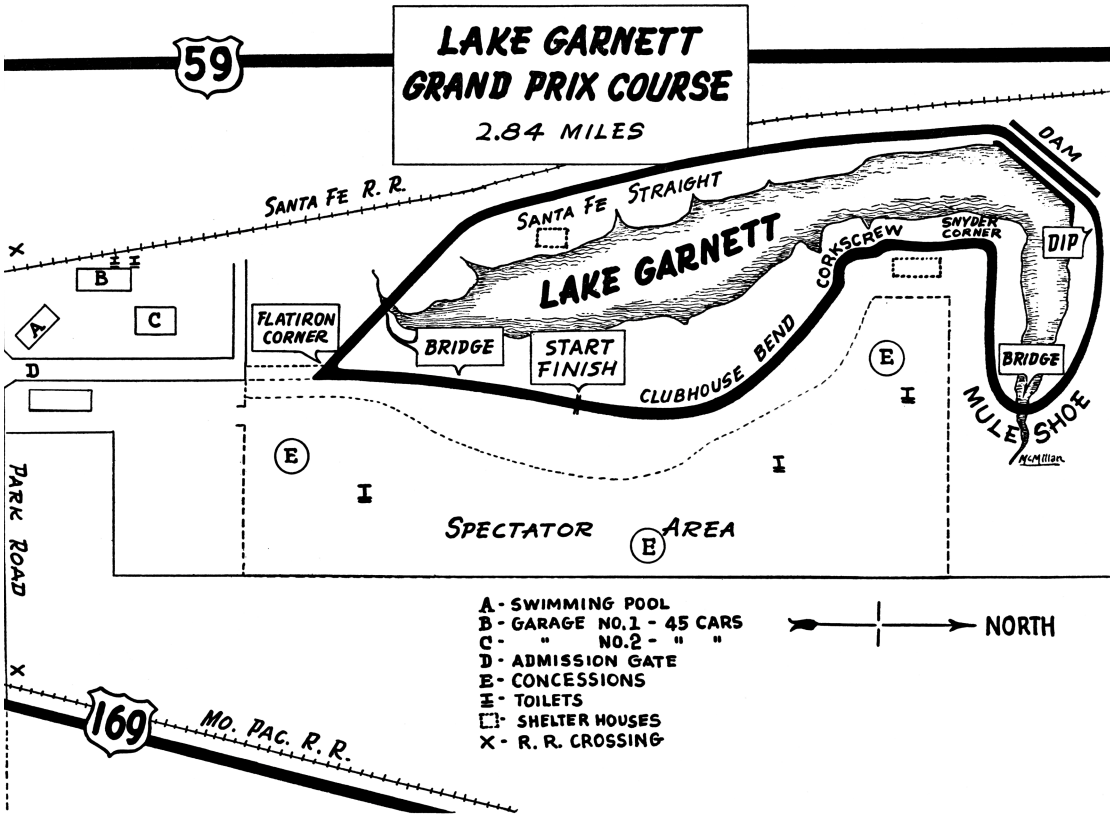
OFFICERS
Lake Garnett Grand Prix Sports Car Racing Association

Don J. Stith, President
R. W. Farris, Vice-President
Frank H. Bennett, Secretary and Publicity
Arthur M. Hughes, Treasurer

Members of the Executive Committee: Leonard McCalla, Jr., and Kenneth Crippin.

COMMITTEES

Concessions, C. S. Busby
Grounds, Claude Anderson and Donald McAfee
Parking, Gwinn Shell and W. R. Stockebrand
Program Book, Frank H. Bennett
Reservations, Richard H. Sweers and Mrs. Clark Howerton
Tickets, Arthur M. Hughes
Crowd Control, Loren Warner and Meryl Coker
Liaison Officer for SCCA and Garnett Kenneth Crippin
Photographers, J. P. Strain, Eugene Durst, Ralph White, Ed Brown
Signs and Art, Jack McMillan
Construction, Robert Kite



NEW CO-OP®

GASOLINES PLUS mp

All cars seen racing on the Lake Road pictured above are powered by

Co-op Ethyl Gasoline

furnished by courtesy of

Greeley Cooperative Association

Greeley, Kansas

On U.S. 169, 9 Miles Northeast Garnett

The Lake Garnett Road Course

The map (opposite page) is the same as last year's map, and the road course itself follows the pattern it followed last year and for many years before that. In fact its winding, sea-horse shape was established back in 1934-35 when an access road was needed for the construction of the dam that bottles up the water to make the 65-acre lake. Let's lap the course, beginning at the Start and Finish line, and note the changes made for 1960.

The Flatiron Corner — widened for that tricky turn and built to stand up under a lot of spinning treads.

The Chicane at the west end of the dam has been rounded, surfaced and re-shaped to cut down the danger to drivers and cars.

Remember the old spillway and dip that gave so much trouble last year? They've been eliminated by a 30-inch high bridge and fill, with guard rails, eighty feet long. It took 60 tons of concrete, 200 tons of crushed rock and 450 tons (total for the dip and course) of blacktop to do the job, but it's done; an improvement to the course that gives drivers clear sailing from the Chicane to the Muleshoe.

And the Muleshoe—New guard rails have been constructed to eliminate danger at this point.

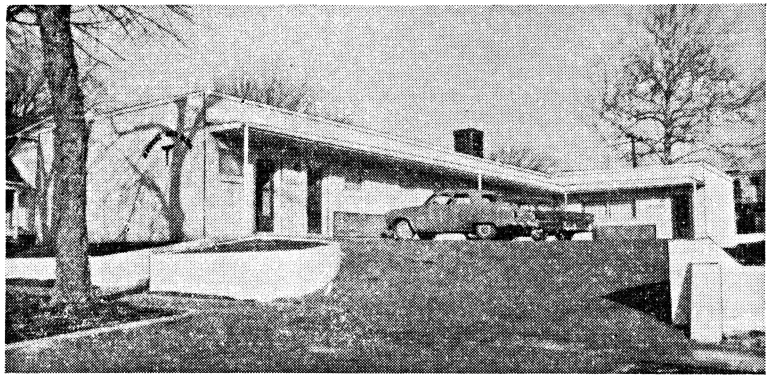
Snyder Corner offers the same right-angle turn that isn't easy to make, but it has been rebuilt and surfaced to give tires a better footing. The bends of the Corkscrew have been firmed up and widened slightly.

Not the least of the improvements are the new four-foot permanent road signs to assist drivers in negotiating the course at the safest top speeds. As far as we can find out, the Lake Garnett course is the best marked course in the country.

Trees have been trimmed and underbrush removed so that from the north parking area, more than a mile of the course can be viewed.

Where did all of the money come from to make these improvements: Out of last year's receipts. The Lake Garnett Race is strictly a civic enterprise. Every cent of the money earned by the Racing Association from admissions and concessions is spent for two purposes only — to pay the expenses of putting on the races and to improve the park and road course.

The Lake Garnett Course offers the only true road race course between the Mississippi River and the Rocky Mountains and is one of very few such courses in the world.



THE MEDICAL CENTER CLINIC

Medical Arts Building

Telephone 103 Garnett, Kansas

THOMAS M. DOUGHERTY, M. D. — General Practice, Surgery, Obstetrics

MONTE B. MILLER, M. D. — General Practice, Internal Medicine, Pediatrics

RALPH E. WHITE, M. D. — General Practice, Eye, Ear, Nose, and Throat

WELCOME TO GARNETT, KANSAS

Sports Car Club of America and Visitors

THE GARNETT CHAMBER OF COMMERCE

Garnett, Kansas

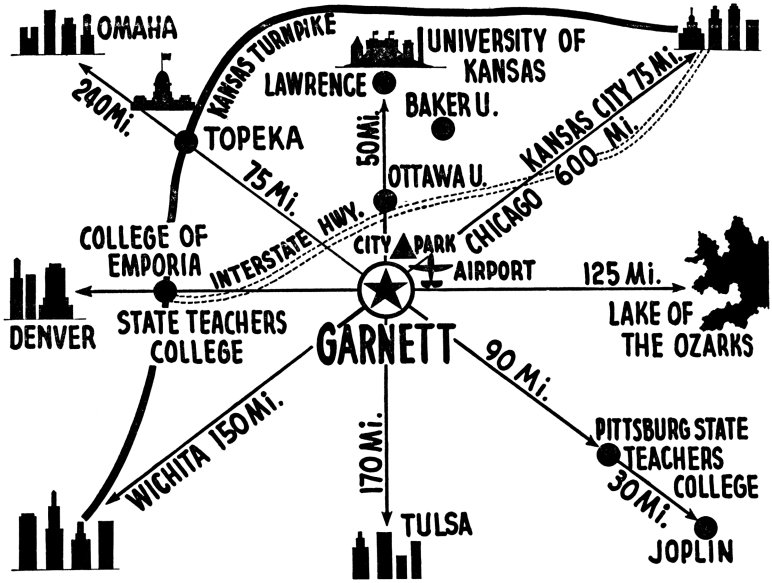
County Seat of Anderson County

A Friendly, Progressive City that Welcomes New People and New Enterprises.

Founded in 1857 near the geographical center of the United States, Garnett, Kansas, is in the "cross-roads" region of the nation and is a part of the 13th largest trade area in the nation.

Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to make a living.

The Garnett Industrial Development Corporation, made up of the business and professional men, was organized to obtain industrial sites and buildings for new industries. Some twenty industries in the city manufacture and produce garments, church furniture, commercial printing, cream-can washers, crates, coops, wire and metal goods, dairy products, ice and cold storage, crushed rock, agricultural limestone, baby chicks, egg products, poultry, machine shop products and concrete products.



Attractive sites, reasonably priced utilities, a plentiful water supply, a good labor potential with the absence of "labor trouble" and sound economic conditions combine to make Garnett the ideal community in which to establish industry.

Garnett is located at the juncture of three excellent highways: U. S. 59 and 169, and K-31. The Kansas Turnpike 50 miles north, I-35 twenty miles north, and U. S. 54, 30 miles south, provide major East-West routes. The Santa Fe and Missouri Pacific Railroads intersect at Garnett. There is a government-approved airport one mile east of the business district.

Of the two city-owned city parks, the larger one is a two-minute drive from the courthouse square. It covers 300 acres and contains not only a 65-acre lake, but also a golf course, riding arena, rifle and archery range, swimming pool, football stadium, two ball diamonds, fair grounds, shelter houses, picnic facilities and the National Guard Armory. The Lake Garnett Grand Prix Sports Car Races are run on the 2.8-mile blacktop road that circles this lake.

Garnett is a city of 3,000 people. A majority of the inhabitants are homeowners and they take pride in the appearance of the older homes as well as the new ranch-style homes that have sprung up in the surrounding suburbs. As your host city for the Grand Prix Sports Car Races, the people of Garnett are happy to welcome you, and it is our hope that you will enjoy your visit and return many, many times.

Welcome to Garnett

Visitors And Sports Car Club Members

FARRIS FUNERAL HOME

GARNETT, KANSAS

Sports Car Racing At Lake Garnett

It is quite apparent that Sports Car Racing is here to stay in this world of ours with its desire for speed; and as a sport, the racing of automobiles under controlled conditions is becoming more and more popular throughout the United States.

For many years, racing has been one of the most popular sporting events. Almost from the very beginning of the automobile, we find that individuals and factory teams of drivers have been competing in both cross-country runs and in racing events. So let's take a close-up at sports car racing as it is on the Lake Garnett course and see what makes it "tick."

The driver, for instance; what manner of man is he? He may be young or middle-aged, tall or short, thin or fat. He may have good eyesight, or he may have to wear glasses to correct his vision. Emotionally, he may range from the happy-go-lucky, devil-may-care sort of a person to the quiet, reserved type. Ask drivers why they race, and you'll probably get as many answers as drivers. But one thing they do have in common is an irresistible desire to race and to win.

How does a person become a race driver? In this country certain rules regarding sports car racing have been set up by the Sports Car Club of America, Inc. This organization is the supreme body controlling amateur sports car racing, such as we have at Lake Garnett. (By "amateur" we mean that winning drivers are not paid in money as the so-called "professional" driver is paid. The only awards of the drivers at Lake Garnett are trophies and the personal satisfaction that comes from "playing the game.")

To become a sports car licensed competition driver, the person must first be a member in good standing of the S.C.C.A. He (or she) must be over 21 years of age and have a valid operator's license of his state. Before obtaining a national competition license, he has to pass a physical and psychological examination given by a physician who signs a statement assuming responsibility that the man is fit to drive at speeds well in excess of 100 mph. He is then checked out by a member of a Regional Contest Board to make sure he knows the "rules of the road", the signal flags, and how to handle the car he drives. After this, he is observed in practice, usually with a Contest Board member in the car with him. If he passes all tests, he is per-

HOTEL CAFE

WELCOME SCCA

Serving:

Breakfast . . .

Lunch . . .

Dinner . . .

Stockebrand Motor Co.

Telephone 3 **601 South Oak**

GARNETT, KANSAS

DODGE — DODGE DART

Goodyear Tire Headquarters

SPRADLIN PHARMACY

Garnett's Rexall Store

STOVER'S CANDIES

HALL'S GREETING CARDS

PETER'S VETERINARY PRODUCTS

Dependable Prescription Service

STRAIN'S STUDIO

GARNETT, KANSAS

OFFICIAL PHOTOGRAPHERS

Lake Garnett Races

J. P. STRAIN EUGENE DURST

CHARLOTTE MATHEWS

mitted to race as a novice. After three contests as a novice and the passing of more tests and examinations, he receives his competition license. The license must be renewed annually, which means the re-passing of all physical and mental requirements.

How is he protected from injury while racing? This, too, is regulated by the S.C.C.A. He must wear a fiberglass helmet with non-resilient liner and be clothed in coveralls fitted at the wrists and ankles. These must be fire resistant. His eyes must be protected by shatterproof goggles. He wears thin-soled shoes such as used by boxers, or tennis shoes.

He must use either a seat belt or a shoulder harness. The belt or harness must meet certain requirements and must be equipped with a quick-release buckle and mounted through the floor of the car and fastened to its frame. His car, of course, must be equipped with a roll bar.

Now to take a look at the racing car: There are two general types of machines used for racing. The single-seater design, typified by the Indianapolis Speedway car, or its counterpart, the monoposto of European Grand Prix fame. The other general type of racing car used on the Lake Garnett course is the sports car which today is also an out-and-out racing vehicle. A sports car, by definition, is one that can be used on the road for a personal car, and has all the standard equipment, such as fenders, headlights, bumpers, etc. The car made or modified for racing only usually has no doors, headlights, fenders, bumpers and so on, and it cannot be used for every-day transportation.

In order to insure that cars are in condition for racing, each undergoes a rigid technical inspection before each race. This is done by a team of experts. Each required safety item of the racing car is systematically examined, approved and checked or stamp-cancelled on a technical inspection card. Any fault found with the car must be corrected and approved before the car is allowed to race.

Who bosses these races? At Lake Garnett, everything pertaining to the racing of the cars is carried out by the Kansas City Region of the S.C.C.A. The race is sponsored by Garnett people, but the Kansas City Sports Car Club has all the responsibility of approving cars, drivers and the actual race program.

The Kansas City S.C.C.A. members are also in charge of all flag stations, communications between flag stations, arrangement of the pit area, the starting of the races, timing, scoring, inspection of the course, and a thousand other details. In

GARNETT

ICE & COLD STORAGE

"We Stored Two Miles of DOGS

for the Lake Garnett Races!"

CRUSHED AND BLOCK ICE

South End of Oak Street

Welcome SCCA!

WESTERN AUTO

ASSOCIATED STORE

Hank Allen

GARNETT, KANSAS

COPELAND & GAULT OIL COMPANY

Phillips 66

Quality Products . . .
. . . Friendly Service

M. E. COPELAND, Telephone 680, Garnett, Kansas

C. E. GAULT, Telephone TE 5-3635, Richmond, Kansas

short, they have control of the pit area, the course and all of the activities of the pits and course during racing hours. For the sake of safety, there can be no violation or relaxing of regulations. The S.C.C.A. officials' word is the law of the course.

The communications men, flagmen and firemen are stationed at ten points along the Garnett course. These men have no easy job, but they are dedicated men who have found racing safety exciting and rewarding work. They have had weeks of special training in "flag school" before taking over their posts on the course. Without them, it would be impossible to hold the races.

And what of the sponsoring organization? The Lake Garnett Grand Prix Sports Car Racing Association and the hundreds of volunteers helping, all serving without pay, had the responsibility of preparing the course for the races and the park facilities to accommodate the spectators. On race days, these Garnett people are in charge of crowd and traffic control and the general welfare of everyone who attends the event. And certainly without the unselfish help and co-operation of the people of Garnett, these races could not be. The all-out effort of the entire community is the backbone of the success of an undertaking of this magnitude.

Last but not least in making a sports car race "tick", are you, the spectators, many of you coming from great distances at considerable expense to have some part in the color and excitement of the "big show." You are indeed a very important part of the Lake Garnett races. Your interest and enthusiasm make all the work, planning and time spent by officials, workers, drivers and crew members worthwhile. Your enjoyment of the activities is the frosting on the cake. But you as spectators have your responsibilities, too.

What are they? Reasonable care of yourselves and your families, a common courtesy to others and a strict obeyance of the safety precautions set up for your comfort and safety.

Please read and re-read the rules for spectators on another page of this program book and observe each and everyone for your own welfare and for the welfare of others. Let's make "Race-days" a time to be remembered with pleasure, not a time of tragedy. Please drive carefully to and from the races, help us keep the park clean for the comfort of yourselves and others by making good use of the trash containers provided — AND ENJOY YOURSELVES!

Welcome SCCA!

HOTEL RICHART

Telephone 60

GARNETT, KANSAS

Craig Sales & Service

CHRYSLER — PLYMOUTH

MASSEY - FERGUSON

GARNETT, KANSAS

Welcome Visitors!

CITY CAFE

A GOOD PLACE TO EAT
Open 5:30 a. m. and Stays Open
UNTIL EVERYONE IS FED

Welcome Visitors!

Fraker's Clothing Store

"The Store for the Lad and His Dad"

GARNETT, KANSAS

How To Watch A Sports Car Race

The uninformed person watching a sports car race is apt to be confused by the fact that large and small, fast and not so fast cars may be running in the same event. The fact that so many different cars are competing at one time makes sports car racing unusual and highly interesting, for what the spectator is actually watching is a number of different races being run at the same time. Because there are so many kinds of sports cars, they have been divided into classes according to size and type; and in a race, each car is racing against cars of its own class and type.

Sports cars are classified according to engine piston displacement, which is measured in cubic centimeters (cc). For racing purposes, the cars are usually divided into two groups — those above 2,000 cc. and those less than 2,000 cc. — and races are run for each group. Within each group, several races are run simultaneously, each race within the group being run for the various engine size classification. Also, the cars are divided according to "production" and "modified," which are designated by the letters "P" or "M". A "production" car is a car that is a standard factory product and can be purchased through a dealer. A "modified" car is one that has been especially built or "souped-up" for racing purposes.

Classes in the Garnett races are: B, C, D, E, F, G, and H. Each class may have either production or modified cars racing, and each class and each type of car (P or M) will have a winner.

For benefit of scorers and spectators, each car is numbered and lettered. For example, a car marked 22 CM means that this car has been assigned the number, 22, for identification purposes and that it is a Class C Modified car. This car will be racing against other cars maked CM, while in the same race, cars with other identifying numbers and letters will be racing against other cars of their own class and type.

WELCOME
from
CHARLIE

SPORTS CAR CLUB of AMERICA

WELCOME
from
BETTY

ARFORD'S RETAIL LIQUORS

HI-WAY 59 AT FOURTH

Welcome Visitors!

SINCLAIR
PRODUCTS

GOODYEAR
TIRES

Kellerman's Sinclair Service
Fourth & 59 Hwy. — Phone 51

Studebaker — Lark

York Air Conditioners

ANDERSON MOTOR CO.

GARNETT, KANSAS

Classification of Sports Cars

CLASS	ENGINE DISPLACEMENT	MAKE OF CAR
H.	500—750 cc.	Crosley, Bandini, Osca, Fiat, Barkley.
G.	750—1100 cc.	Osca, Siata, Deutch-Bonnet, Sprite, Fiat.
F.	1100—1500 cc.	MG, Porche, Triumph, Singer, Lotus, Alfa Romeo.
E.	1500—2000 cc.	Fiat, Maserati, Ferrari, Porche, Austin-Healy, Lotus, Mercedes.
D.	2000—3000 cc.	Ferrari, Maserati, Mercedes, Ace-Bristol.
C.	3000—5000 cc.	Ferrari, Maserati, Jaguar, Corvette, Thunderbird.
B.	5000 cc. and above	Allards, Kurtis-Kraft, Specials.

The engine displacement of the standard American car is measured in cubic inches. For example, Chevrolet's medium V-eight motor has a displacement of 283 cubic inches.

For those who would like to compare the engine displacement of the family car with that of sports cars, simply remember that 1,000 cc. equals approximately 61 cu. in.

Only about 650 Model A Dusenbergs were built between 1920 and 1926, but their influence on automobile design has had a lasting effect.

Race car motors are so carefully made and perfectly balanced that many of them will run at 8,000 revolutions per minute.

Welcome Visitors!
and SCCA

COKER'S STORE CO.

Garnett, Osawatomie, Paola, Kansas

Welcome SCCA!

FRANKLIN DRUG CO.

"Garnett's Leading Drug Store"

COMPLETELY REMODELED

Compliments

OF

Walter L. Simpson Agency

YOUR Independent Insurance AGENT "SERVES YOU FIRST"

GENERAL INSURANCE

Garnett, Kansas

Welcome SCCA!

PENNEY'S

ALWAYS FIRST QUALITY!

GARNETT, KANSAS

Midwest Championship Awards

Second Annual Lake Garnett Grand Prix Road Races

July 3 and 4, 1960

MIDWEST CHAMPIONSHIP POINTS will be awarded in the following races:

Race 4 Ladies Class.
Race 5 Under 1100cc Modified; Formula Jr.
Race 6 F, G, & H Production.
Race 7 E Production.
Race 8 B, C, & D Production.
Race 9 1101cc to 2000cc Modified; 2001cc and over Modified.

POINTS: Finishing positions as follows:

First 10; Second 8; Third 6; Fourth 4; Fifth 2; Sixth 1.

MIDWEST CHAMPIONSHIP CLASSES: (12 classes)

Production classes B, C, D, E, F, G, H.
Modified classes under 1100cc; 1101 to 2000cc; 2001 and over.
Ladies Class and Formula Jr's.

For safety purposes, ten check points along the Lake Garnett course are connected by two-way radio with the pit area.

Boats on Lake Garnett are in direct communication with the pit area by two-way radio during all practice and racing periods.

Welcome SCCA

SNACK BAR
AIR CONDITIONED

Garnett Bowling Center

Open 1:30 p. m.
Until Midnight
On Highway 59

JOHN DEERE

QUALITY FARM EQUIPMENT

HODGSON IMPLE. CO

Garnett, Kansas

Welcome Visitors

BOB'S HILL HOUSE

(1½ Miles Southwest Ottawa, Kansas — Interstate 35)

— featuring —

Kentucky Fried Chicken and Choice Steaks

Dining Room and Coffee Shop Service

OPEN 24 HOURS

Trophy Awards

Second Annual Lake Garnett Grand Prix Road Races

July 3 and 4, 1960

Trophies will be awarded to First, Second, and Third places in each class if five or more cars enter. First and Second places if four cars enter. First only if three or less cars enter. A minimum of two cars forms a class. A paid entry fee is an entry. First over-all trophies will be awarded in all eight races. No trophies will be awarded in Novice Race.

FLAGS USED IN SPORTS CAR RACING

The Chief Starter's flags are:

GREEN: Used for the starting flag. It signifies the course is clear.

YELLOW: Use caution, slow down, do not change your position.

RED: The race has been stopped.

YELLOW with HORIZONTAL RED STRIPES: Oil on course, slippery.

BLACK: Stop at your pit.

BLUE with WHITE STRIPE: You are being overtaken, give way.

WHITE: Ambulance on course.

CHECKERED: You have finished the race.

Assisting the Chief Starter are the flagmen at each checkpoint along the race course. Their flags are: GREEN for all is clear; YELLOW for caution.

Welcome Race Buffs

Lyle's BOOTERY
YOUR FAMILY SHOE CENTER
SW Corner Square
Phone 600

Garnett's Leading Shoe Store

Welcome!

Visitors and
Sports Car Club of America

JOHN H. ASKINS
Retail Liquor Store

Welcome to Garnett

CHEVROLET

OLDSMOBILE

Visitors And Sports Car Club Of America

PROGRAM

Sunday, July 3, 1960

8:00 a. m. to 12:00 Noon	Registration and Safety Inspection
9:00 a. m.	Drivers Meeting
10:00 a. m. to 10:30 a. m.	Practice—Under 2000 cc.
10:30 a. m. to 11:00 a. m.	Practice—Over 2000 cc.
11:00 a. m. to 11:30 a. m.	Practice—Under 2000 cc.
11:30 a. m. to 12:00 Noon	Practice—Over 2000 cc.
12 to 1 Lunch Break	Forbes Skydivers
After 1:00 p. m.	Continuous Racing

RACE NO. 1—Novice Race—10 Laps
RACE NO. 2—Over 1100 cc. Modified—10 Laps
RACE NO. 3—Class B, C, D & E Production—10 Laps
RACE NO. 4—Ladies Race and Class F, G & H Production—15 Laps
RACE NO. 5—Formula Junior and Under 1100 cc. Modified—15 Laps

CORVAIR

PROGRAM

Monday, July 4, 1960

9:00 a. m. to 10:00 a. m.	Practice—Under 2000 cc.
10:00 a. m. to 11:00 a. m.	Practice—Over 2000 cc.
11:00 a. m.	RACE NO. 6—Classes F, G & H Production and H Modified—15 Laps
12:00 Noon	Forbes Skydivers
12:30 p. m.	Ceremonies and Parade
After 1:00 p. m.	Continuous Racing

RACE NO. 7—Formula Junior (30 second advance start) Class E Production—15 Laps
RACE NO. 8—Classes B, C & D Production—15 Laps
RACE NO. 9—Lake Garnett Grand Prix 25 Laps Modified Classes B, C, D, E, F, & G Licensed Drivers

TROPHY AWARDS AT COURSE

BUICK

EARL WHITLEY MOTORS, Inc.

We Sell And Service

CHEVROLET — OLDSMOBILE — BUICK — CADILLAC

"You Pay the Least Where They Sell the Most"

CADILLAC

RACE ENTRIES

Car No.	Driver	Make of Car	City
0	Wm. A. Ong	Fiat Abarth	Kansas City, Missouri
1	Grace Harris	Maserati	Kansas City, Missouri
2	Jack Hinkle	Maserati	Wichita, Kansas
4	R. P. Vandawalker	Corvette	Little Rock, Arkansas
5	Harvey Woodward	AC Bristol	Kansas City, Missouri
6	Wm. L. Flippo	Austin Healey	Alton, Illinois
7	Lt. Russ Roland	Dyna Panhard	Topeka, Kansas
9	Ed Walsh, Jr.	Walsh Rdst.	St. Louis, Missouri
10	Robt. A. Hindson	AH Sprite	Kansas City, Missouri
11	Otto J. Klein, Jr.	MGA	Springfield, Illinois
12	Robt. K. Hubbard	Porsche	Manhattan, Kansas
13	Dick Anderson	AH Sprite	Kansas City, Missouri
14	Guy P. McMurray	Berkeley	Midwest City, Oklahoma
15	James R. Johnston	Formula Jr.	Cincinnati, Ohio
15	Dave Biggs	Ferrari	Clarksville, Missouri
16	R. J. Level	Fiat Abarth	Des Moines, Iowa
17	John Max Wolf	Porsche	Colorado Springs, Colorado
18	Ed Gordon	AH Sprite	St. Louis, Missouri
19	Judith Boyer	Alfa	Des Moines, Iowa
21	James Classen	Jaguar	Champaign, Illinois
22	Wm. L. Harman	Austin Healey	Jefferson City, Missouri
23	Robert Kelce	AH Sprite	Belleville, Illinois
23	Doug Carrico	TR 3	Kansas City, Missouri
24	Joe Mayer	Elva MK II	Omaha, Nebraska
24	Rosie Mayer	Elva MK II	Omaha, Nebraska
25	Ed Spillman	H Mod.	Tulsa, Oklahoma
26	Bill Stevens	Alfa	Kansas City, Missouri
27	John Mullen	Corvette	St. Louis, Missouri
28	Ralph Beals, Jr.	AH Sprite	Newton, Iowa
29	W. R. Bass	Alfa	Tulsa, Oklahoma
31	Pap Sinton	AC Bristol	Lincoln, Nebraska
32	Robert E. Fry	Austin Healey	Wichita, Kansas
33	Laveeda Grimm	Alfa	Tulsa, Oklahoma
34	Lew Huxtable	Austin Healey	Wichita, Kansas
35	Cecil M. Goldner	Austin Healey	Derby, Kansas
37	George Rawline	Fiat Abarth	Gypsum, Kansas
39	Dave Morgan	Elva	Tulsa, Oklahoma
40	John Able	Jaguar	Leavenworth, Kansas
42	Gene Smiley	Austin Healey	Omaha, Nebraska
43	Ed French	Lotus MK XI	Kansas City, Missouri
44	R. E. L. Hayes	AC Bristol	Vinita, Oklahoma
46	Dean Elder	Jabro	Manhattan, Kansas
47	Robert W. Price	Porsche	Topeka, Kansas
51	Walter Gray	Allard Spec.	Kansas City, Missouri
55	Frank Manley	Fiat Abarth	Topeka, Kansas
57	Dick De Jaager	Porsche	Topeka, Kansas

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Fort Scott, Kansas

RACE ENTRIES

Car No.	Driver	Make of Car	City
58	Bert Persons	MGA	Wichita, Kansas
59	Ed Hausseumann	Porsche	Lawrence, Kansas
61	John Mahler	TR 3	Manhattan, Kansas
64	Bruce Larson	Fiat Abarth	Kansas City, Missouri
66	Geo. W. Starch	Austin Healey	Tulsa, Oklahoma
68	Steve Wendt	Formula Junior	Denver, Colorado
69	Ed Carsten	MGA	Denver, Colorado
71	M. T. Thomas	Elva MK V	Wichita, Kansas
73	Dr. Fritz Taylor	AC Bristol	Martinsville, Indiana
74	Revon Craig	MGA	Tulsa, Oklahoma
75	James K. Browne	Jabro	St. Louis, Missouri
76	Jack Wood III	Austin Healey	Tulsa, Oklahoma
77	Stanford N. Gecher	AH Sprite	Kansas City, Missouri
77	Barney McCray	AH Sprite	Kansas City, Missouri
79	R. V. Henry	Lotus	Roanoke, Indiana
80	Dave Ostrem	TR 3	Des Moines, Iowa
81	Dave McKinney	TR 3	Des Moines, Iowa
82	Bill Swanson	TR 3	Des Moines, Iowa
85	Frank Phillips	AH Sprite	Minneapolis, Minnesota
85	Dick Lang	Corvette	Xenia, Ohio
87	Donn L. Salyer	Crosley Spec.	Wichita, Kansas
88	Ken J. Ongemach	Fiat Arbarth	Lakewood, Colorado
91	Bob Harness	Fiat Abarth	Topeka, Kansas
93	Bob Major	Formula Junior	Chicago, Illinois
95	Glenn Branstad	Alfa	Peoria, Illinois
96	F. Jones	MGA	Norman, Oklahoma
98	Verne Bixby	Sprite	Topeka, Kansas
99	E. Tom Newcomer	Lotus MK XI	Kansas City, Missouri
110	David C. Hallam	Alfa	Joplin, Missouri
111	Grant Crenshaw	TR 3	Des Moines, Iowa
112	J. Anthony Palumbus	Alfa	Denver, Colorado
115	Harold Clapsaddle	AH Sprite	Tulsa, Oklahoma
117	A. F. Staeger	Alfa	Ash Grove, Missouri
118	Theodora Ives	Porsche 1600	Colorado Springs, Colorado
121	Bob Aylward	Maserati	Wichita, Kansas
122	Richard E. Warren	TR 3	Minneapolis, Minnesota
122	Richard Giese	TR 3	Minneapolis, Minnesota
124	Frank Pfahl	TR 3	Loose Creek, Missouri
133	John J. Koparski	Alfa	Denver, Colorado
144	Ronald M. Catalno	TR 3	Des Moines, Iowa
174	Marilyn Taylor	Alfa	Martinsville, Indiana
175	C. L. McDaniel	Elva MK IV	Indianapolis, Indiana
175	M. J. Taylor	Elva MK IV	Indianapolis, Indiana
177	Clyde Viggers	Corvette	St. Louis, Missouri
181	Bill Button	MGA	Des Moines, Iowa
185	Edna Sherman	Porsche	Denver, Colorado

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Kansas City
AUSTIN

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KANSAS CITY, MISSOURI

RACE ENTRIES

Car No.	Driver	Make of Car	City
196	Lucile B. Key	Porsche	Denver, Colorado
211	Ron Hunter	AC Bristol	Denver, Colorado
211	Patsy Randle	AC Bristol	New Castle, Wyoming
339	David A. Bell	Ding Dong Spec.	Fort Riley, Kansas
500	F. Robert Woodward	Formula Junior	Fort Dodge, Iowa
551	Phill Hunt	Special Rdst.	Oklahoma City, Oklahoma
711	Don Ives	RFK Porsche	Colorado Springs, Colorado
712	Gerry Rodehaver	AH Sprite	Topeka, Kansas
713	G. C. Waddle	TR 3	Waverly, Iowa
777	Mack Yates	Corvette	St. Louis, Missouri
888	Dichard L. Belitzer, Jr.	TR 3	Hutchinson, Kansas
	Donald McGreevy	Lotus MK II	Lawrence, Kansas
	John Peach	HM	Topeka, Kansas
	John Goans, Jr.	Daimler	Kansas City, Missouri
	David Kiser	Daimler	Kansas City, Missouri
	Phyllis Kiser	Daimler	Kansas City, Missouri
	Ken Kennedy	Alfa	Kansas City, Missouri
	Eleanor Kennedy	Alfa	Kansas City, Missouri
	Dean Knight	Chevarri	Tulsa, Oklahoma
	Dean Knight	Ferrari	Tulsa, Oklahoma
	Ray Heath Motors	MGA	Salina, Kansas
	Enus Wlison	Marserati	Tulsa, Oklahoma
	Tommy Allen	Porsche	Oklahoma City, Oklahoma
	A. C. Langworthy	MG Twin Cam	Kansas City, Missouri

FOR LATE ENTRIES

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(Entry list not final at press time and subject to change)

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Lake Garnett Sports Car Race Queen

July 3 and 4, 1960

Queen of the Lake Garnett Second Annual Sports Car Races is the lovely and talented Dusene Alee Vunovich of Kansas City, Mo. Miss Vunovich, who will present trophies to the winning drivers of July 3 and 4, has been selected by the Junior Chamber of Commerce of Kansas City, Mo., to represent the Kansas City area in the Miss Missouri contest. She is being sponsored as Race Queen by the Kansas City Region of the Sports Car Club of America.

Among Miss Vunovich's former honors are Paseo high school homecoming queen and queen of this year's Engineering Day at Missouri University, where she was a sophomore last year. She was also first runner-up in the International Perfect Posture Contest.

Her selection as Lake Garnett Race Queen for 1960 is based on beauty, personality and talent. Her beauty and engaging personality speak for themselves. Her talent is singing.

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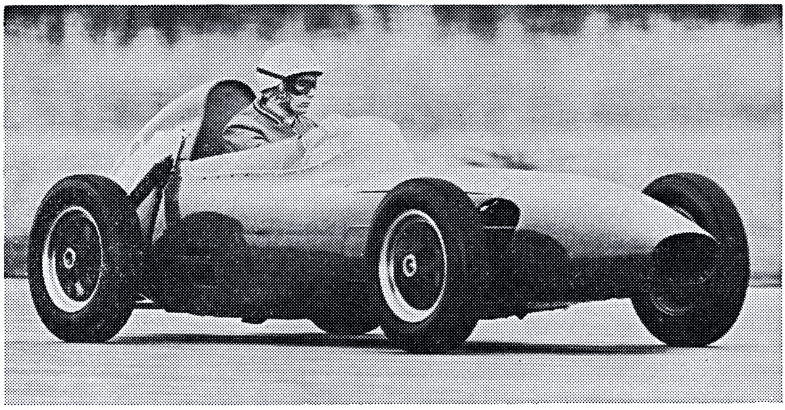
The Formula Juniors



Jim Hall, Dallas, Texas, in his Elva Formula Junior in which he won top honors in the Mansfield, La., Races. (Photo, Courtesy Competition Press.)

Something new and pretty wonderful has been added to sports car racing — the Formula Junior. Last summer, a blue Stanguellini showed up at the Montgomery races and suddenly caught everyone's attention. A small "mono posto" (one-man car) —the question was, was this a new type of race car, brought in from the race circuits of Europe, that would have an impact on American road and airport racing? The answer turned out to be "yes".

On Friday this year at Sebring, the curtain raiser to the big race, 23 of these Formula Juniors lined up for what turned out to be the most exciting race of the season so far.

To go into the details of that race would take too much space; but to say that the crowd got their money's worth out of that whirlwind event is an understatement. Quoting author Sherrie Zuckert (Sports Car): "If this affair was any indication, we can look forward to a season that will bring racing back to racing!"

Needless to say, this new type of racing sports car is now sweeping the country and causing excitement and enthusiasm among spectators and drivers alike. The Formula Junior is a one-man car, without fenders and headlights and has been designed strictly for racing purposes. Copied after the famed 500-miler of the Indianapolis Speedway, it is actually a pint-sized Grand Prix racer. A variety of power-plants are used — Cooper, Elva, Stang, Lotus, Volpini, and so on. They are hand-made and built with the balance and fine precision of a jeweled watch. Costs run from about $4,000.

Although the Formula Juniors are not as fast as many of the larger cars to be seen racing on the Lake Garnett course — maximum speed 135 to 150 mph. — they have the advantage over the big machine on the take-off and on the sharp turns of the Garnett road course. These small racers are, in fact, so quick at the "get-away" that they will be placed at the head of the line-up on the starting grid.

These cars in the 1100 cc. class are tuned to approximately 80 h.p. They have a tubular frame, close-ratio gears, four-wheel independent suspension, and aerodynamic aluminum bodies with tuned exhaust systems.

Body height and size vary, but on an average, the Formula Junior is 2 ft. tall, 3 ft. wide and 11 ft. long. They weigh approximately 800 lbs.

The Lake Garnett Course, one of only three true road courses in the United States, offers a terrific challenge to drivers and cars. Spectators will find this first running of Formula Juniors on the course, especially at the Flatiron, Muleshoe, Snyder Corner and Corkscrew, a tremendously exciting spectacle to watch.

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RULES FOR SPECTATORS

Attending a sports car race can be great fun. But it can also be dangerous.

The most nearly mechanically perfect car in the world driven by the most skilled driver, when driven at high speed, can and does occasionally go out of control. A racing car out of control is like a bolt of lightning—when it starts after you, there's no time to move out of its path. **Don't ever believe you can outrun a speeding automobile!**

A car going 120 m.p.h. covers 176 feet of ground every second. Some of the cars racing around Lake Garnett will be going much faster than 120 m.p.h.; so for your own safety and the safety of others, carefully read and heed the following rules for spectators:

1. NEVER STAND ON THE OUTSIDE OF ANY CURVE.
2. NEVER CROSS THE RACE COURSE DURING AN EVENT OR DURING PRACTICE PERIODS.
3. STAND BEHIND THE FENCES—THEY HAVE BEEN PLACED WHERE THEY ARE FOR YOUR SAFETY.
4. NEVER STAND IN ESCAPE AREAS OR ROADS — THESE ARE SAFETY VALVES FOR OUT-OF-CONTROL CARS.
5. NEVER MOLEST OFFICIALS, FLAGMEN OR GUARDS — THESE MEN ARE WORKING FOR YOUR ENJOYMENT AND SAFETY.
6. NEVER RUN TOWARD AN ACCIDENT.
7. NEVER PERMIT A CHILD OR A DOG TO WANDER UNATTENDED NEAR THE COURSE — KEEP YOUR EYES ON YOUR CHILDREN!
8. NEVER STEP WITHIN 25 FEET OF THE INSIDE OF ANY CURVE.
9. NEVER APPROACH AN OVERTURNED OR DISABLED CAR WITH A LIGHTED CIGARETTE.
10. NEVER DROP NEWSPAPERS OR ANY OTHER OBJECTS ON OR NEAR THE COURSE—PAPERS CAN FALL ACROSS A WINDSHIELD, BLINDING THE DRIVER; STONES AND BOTTLES CAN BE SNAPPED BACK LIKE BULLETS.

Acknowledgments

Gasoline for race cars by courtesy of the Greeley Cooperative Association, Greeley, Kansas.

Fire-fighting equipment by courtesy of the Ansul Chemical Company of Kansas City.

Diving equipment by courtesy of Lee D. Hughs, Jayhawk Marine Rescue and Recovery Service, Ottawa, Kansas.

Baldwin electric organ by courtesy of Lanning Music Company, Osawatomie, Kansas.

Sound System by Seals Radio & Sound Service, Dodge City, Kansas.

Race and road signs by courtesy of Jack McMillan Sign Works, Garnett, Kas.

Hay Bales by courtesy of Knights of Columbus.

Construction and iron work, I. O. Kite & Son Machine Works and Welding.

Vocalist, Miss Flossie Nester, Kincaid, Kansas.

Organist, Mrs. Clarke Jackson, Garnett, Kansas.

Program Books, courtesy of the advertisers whose support made this book possible and the Bennett's Publicity & Advertising Service.

Invocation, Rev. Carroll E. Bickley, Pastor of First Baptist Church.

Course Preparation, State, County and City Employees.

Housing Arrangements, Vista Study Club.

Course Telephones, United Telephone Co.

House trailers by courtesy Burris Motor Co.

Trucks and Water by courtesy Bill Graham.

Ambulance by courtesy Farris Funeral Home.

Space does not permit the listing of the hundreds of people and business firms of Garnett that have helped in organizing, promoting and holding the July 3 and 4 Lake Garnett Sports Car Races. Most certainly, an event such as this could not held without the full co-operation of the citizens of the entire community. Therefore, to each and everyone of you who has had some part in this community undertaking, the Lake Garnett Grand Prix Sports Car Racing Association wishes to express grateful appreciation for your time, efforts and contributions so generously given.

Committee Members:

Claude Anderson
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Meryl Coker
Kenneth Crippin
Richard Farris
Ray Harden
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Robert Garrett, Commissioner
Clinton Wilson, Commissioner

Law Enforcement:

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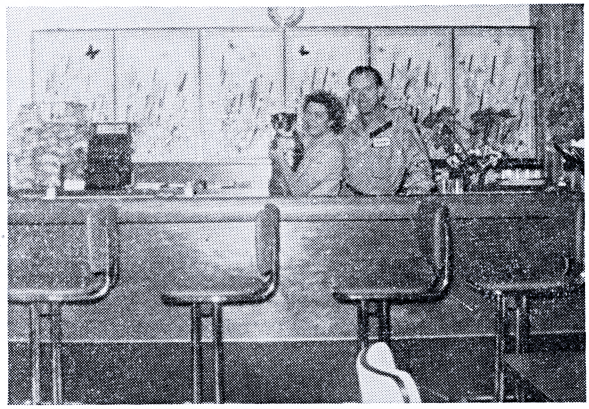

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The Place to Relax After the Races

Six Miles North on U.S. 59, One Mile East

Cold Beer To Go Jerry and Loma Kipper

APPROXIMATE DISTANCES OF POINTS SHOWN ON MAP, PAGE 2

Start and Finish — Flatiron Corner, .3 mile.
Santa Fe Straight, 1 mile.
Dam and Dip, .2 mile.
Dip — Muleshoe bridge, .3 mile.
Bridge — Snyder Corner, .2 mile.
Snyder Corner — Corkscrew, .3 mile.
Corkscrew — Start and Finish, .5 mile.

The Pits—last year, there was a surfaced area about 20 feet wide and 600 feet long. This year drivers will find the pits 70 feet wide and 650 feet long, every inch of it surfaced! No losing tools, nuts and bolts in the grass this year!

Welcome SCCA!

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Garnett, Kansas

Forbes Skydivers

Skydiving refers to the technique of maintaining absolute control of one's body during free fall before the parachute is opened. Instead of simply twirling through the air for 30 seconds or more, the jumper must first hold a stable bearing with arms outstretched, facing the ground like a bird and then — always in pefect horizontal position—perform maneuvers such as a figure eight and various glides.

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Skydiving is a relatively new sport in America. The French developed the art of skydiving, and now have instructors paid by the government to teach students in recognition of the sport's physical and character-building qualities.

Jumps are made from 10,000 feet or less. To jump from a higher altitude is extremely dangerous due to the lack of oxygen in the air. The jumps at Lake Garnett will be made from 10,000 ft. and 5,000 ft. Regulations prohibit skydiving if there is a low ceiling or wind stronger than 15 mph.

Speed rate of free-fall descent is as follows: (First number, seconds; second number, distance in feet) 1—16, 2—46, 3—76, 4—104, 5—124, 6—138, 7—148, 8—156, 9—163, 10—167, 11—171, 12—174 (maximum speed attained in free-fall).

A jumper will fall 1,138 feet in 10 seconds. In 30 seconds he will have fallen 4,615 feet.

The target for the Forbes Skydivers is the rise at the north end of the Garnett golf course. THIS AREA MUST BE KEPT FREE OF CARS AND SPECTATORS DURING THE SKYDIVING EXHIBITION. ANYONE APPROACHING THIS AREA DURING THE NOON HOUR WILL BE ORDERED AWAY BY MEMBERS OF THE SAFETY PATROL.

ALSO, THE GARNETT AREA MUST BE KEPT FREE OF ALL FLYING PLANES EXCEPT THE OFFICIAL SKYDIVER PLANE FROM 11:30 A. M. UNTIL 12:45 P. M., JULY 3 and 4.

NOTICE

BECAUSE OF NECESSARY SAFETY PRECAUTIONS, THE LIGHTING AND EXPLODING OF FIREWORKS IN THE GARNETT CITY PARK ON JULY 3 AND 4 IS PROHIBITED. PLEASE HELP ENFORCE THIS REGULATION FOR YOUR OWN SAFETY AND THE SAFETY OF OTHERS.

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July 1 - 2, 1961

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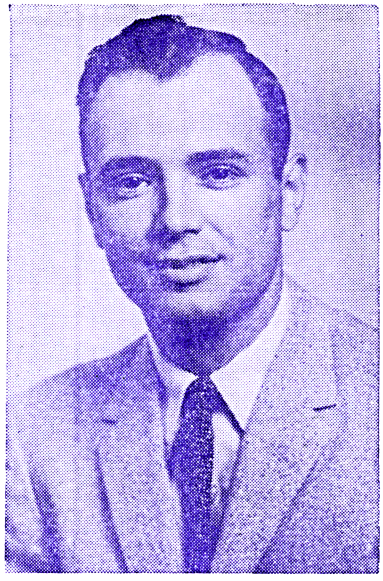

We Sell the Earth and Insure All on It